

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 5500

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TUESDAY, OCTOBER 15, 1907.

\$50 PER ANNUM.
SINGLE COPY, 10 CENTS.

二拜禮 號五十月十英港香

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID UP.....Yes 24,000,000

RESERVE FUNDS....." 15,050,000

Branches and Agencies.

TOKIO CHEFOO.
KOBÉ TIENTSIN.
OSAKA PEKIN.
NAGASAKI NEWCHWANG.
LONDON DALNY.
LYONS PORT ARTHUR.
NEW YORK ANTUNG.
SAN FRANCISCO LIOVANG.
HONOLULU MUKDEN.
BOMBAY TIE-LING.
SHANGHAI CHANG-CHUN.
HANKOW.

Head Office—YOKOHAMA.

HONGKONG—INTEREST ALLOWED, On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.

On fixed deposit—

For 12 months.....5% p.a.
" 6 ".....4% " "
" 3 ".....3% "

TAKEO TAKAMICHI,

Manager.

Hongkong, 26th September, 1907. [17]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL PAID UP.....Gold \$3,250,000
ABOUT Mex \$5,000,000
RESERVE FUND.....Gold \$3,250,000
ABOUT Mex \$5,000,000

HEAD OFFICE:

60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD
BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates:—

For 12 months 4% per cent. per annum.

6 " 4 " "

3 " 3 " "

No. 9, Queen's Road Central,
Hongkong.

W. M. ANDERSON,
Manager.

Hongkong, 24th July, 1907. [18]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID UP.—Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin Calcutta Hamburg Hankow

Kobe Peking Singapore Tientsin

Tsinanfu Tsingtau Yokohama

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank)

Direction des Discours-Gesellschaft

Deutsche Bank

S. Bleichroeder Berlin.

Berliner Handels-Gesellschaft

Bank fuer Handel und Industrie

Robert Warschauer & Co.

Mandelsohn & Co.

M. A. von Rothschild & Soehne Frankfurt

Jacob S. H. Stern

Norddeutsche Bank in Hamburg, Hamburg.

Sal Oppenheim Jr & Co., Koen.

Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:

Meissner, N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.

DIRECTION DES DISCOURS GESELLSCHAFT

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

E. JUNG, Manager.

Hongkong, 11th January, 1907. [19]

NEDERLANDSCHE HANDEL-MAAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (Fl. 3,750,000).

RESERVE FUND Fl. 5,000,000 (Fl. 417,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Samatang, Sourabaya, Cheribon, Tegal, Pecalongan, Pasocoan, Tjilatjar, Padang, Medan (Del), Palembang, Kota Radja (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues Letters of Credit payable in all important places of the world and transacts every description of Banking and Exchange business.

On Current Account at the rate of 2% per annum on the daily balances.

On Fixed Deposits: 12 months 4% per annum.

6 " 3% "

3 " 3% "

J. BOETJE, Manager.

16, Des Voeux Road Central. [19]

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000

RESERVE FUNDS:—

Sterling \$1,000,000 at 2%=\$10,000,000

Silver \$1,750,000

RESERVE LIABILITY OF PROPRIETE \$10,000,000

COURT OF DIRECTORS:

G. H. Medhurst Esq., Chairman.

Hon. Mr. Henry Keswick, Deputy Chairman.

A. Fuchs, Esq.

E. Goetz, Esq.

A. Haupt, Esq.

K. Lenzenmann, Esq.

A. J. Raymond, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LTD.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2% per cent. per annum.

For 6 months, 3% per cent. per annum.

For 12 months, 4% per cent. per annum.

J. R. M. SMITH, Chief Manager.

Hongkong, 17th August, 1907. [21]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
HONGKONG	ARCADIA.....	About 18th Oct.	Freight and Passage.
LONDON, &c., via usual Ports	OCEANA.....	19th Oct.	See Special
of Call	Capt. A. L. Valentini, Esq.	Noon	Advertisement.
LONDON and ANTWERP	MANILA.....	About 23rd Oct.	Freight and Passage.
	Capt. F. E. Andrews, R.N.R.	Oct.	Passage.
SHANGHAI, MOJI, KOBE &	PALERMO.....	About 27th Oct.	Freight only.
YOKOHAMA	Capt. E. G. Jones	Oct.	
SHANGHAI, MOJI, KOBE &	SYRIA.....	About 10th Nov.	Freight and Passage.
YOKOHAMA	Capt. D. C. Gregor, R.N.R.	Nov.	

For further particulars, apply to

R. A. HEWETT, Superintendent.

Hongkong, 12th October, 1907. [21]

R. A. HEWETT, Superintendent.

Hongkong, 12th October, 1907. [21]

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Hongkong, 12th October, 1907. [21]

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Hongkong, 12th October, 1907. [21]

R. A. HEWETT, Superintendent.

Hongkong, 12th October, 1907. [21]

R. A. HEWETT, Superintendent.

Hongkong, 12th October, 1907. [21]

R. A. HEWETT, Superintendent.

Shipping—Steamers.**HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.**

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAN,"	2,363 tons	Captain S. Bell Smith.
"POWAN,"	2,318	H. I. Black.
"FATSHAN,"	2,360	C. V. Lloyd.
"KINSHAN,"	1,995	B. Branch.
"HEUNGSHAN,"	1,993	R. D. Thomas.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).

The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday, at 9 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 3:30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-AN,"	1,651 tons	Captain W. A. Valentine.
"SUI-TAI,"	1,651	G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.

On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.

The Company also runs a steamer from Macao on Sunday morning at 7:30 A.M. and from Hongkong at 1 P.M. from the Company's wharf.

Departures from Macao to Hongkong on week days at 2:30 A.M. and 2 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	219 tons	Captain W. Reynell.
Departures from Macao to Canton on Monday, Wednesday, and Friday, at 9 A.M.		

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF THE H.K.C. AND MACAO STEAMBOAT CO., LTD.

THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	188 tons	Captain J. Wilcox.
"NANNING,"	569	Mackinon.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M. and the other leaves Wuchow for Canton on the same days at 8:30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions, (First Floor), opposite the Hongkong Hotel,

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 14th October, 1907.

WEST RIVER BRITISH STEAMSHIP COMPANIES.**HONGKONG-WUCHOW LINE.**

THE Steamers "LINTAN" and "SAN-UI" sail from HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS. These steamers have Excellent Saloon Accommodation, and are lighted throughout by Electricity.

A TRIP ON THE WEST RIVER IS PARTICULARLY REFRESHING AND EXHILARATING DURING THE HOT WEATHER.

For further information apply to—

BUTTERFIELD & SWIRE,

AGENTS,

WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 9th August, 1907.

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REGULAR HONGKONG-CANTON LINE OF STEAMERS**OF THE**

COMPAGNIE FRANCAISE DES INDIES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 9:30 P.M. (Saturdays excepted).

Departure from Canton at 5:15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Wharf is at the end of Wing Lok Street (Tram Station).

Canton Agents—Messrs. E. Pasquet & Co.

For further particulars, please apply to—

BARRETTO & CO.,

Agents.

Hongkong, 5th April, 1907.

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IMPERIAL BREWING COMPANY, LIMITED.**PURE CREAM BEER.**

For samples and prices please apply to

WINE GROWERS SUPPLY CO.

BARRETTO & CO.,

General Agents.

Hongkong, 16th September, 1907.

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Hotel.**KOWLOON HOTEL,
HONGKONG.****NEEDS NO ADVERTISING.**

World-Wide Reputation.

The only First-class Hotel in Kowloon. Most Charming and Popular Resort in the Colony.

Electric Lights, Fans and Call Bells, Bath Rooms attached to Each Room,

Telegraphic Address:

"CHEFF" HONGKONG.

Telephone No. K4.

[705]

Intimation.**THE YOKOHAMA DOCK CO., LTD.****NO. 1 DOCK.**

Length inside 514 ft. Width of entrance, top 85 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

NO. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour, and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin-Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Bulldogs and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 406, or 681.

Telegrams, "Dock, Yoko hama," Codes A. B. C. 4th and 5th Edt.

Liebers, Snotts, A. I., and Watkins.

Yokohama, May 23rd, 1907.

Intimations.**LLoyD'S GREATER BRITAIN PUBLISHING COMPANY, LIMITED.****COMPILES AND PUBLISHERS OF THE WORLD-FAMED 20TH CENTURY IMPRESSIONS SERIES OF PUBLICATIONS.**

Already Compiled:

"20th Century Impressions of West Australia."

"20th Century Impressions of Natal."

"20th Century Impressions of Orange River Colony."

"20th Century Impressions of Ceylon."

"20th Century Impressions of Straits Settlements and F.M.S."

And in course of compilation:

"20th Century Impressions of Hongkong and Treaty Ports."

"20th Century Impressions of Hongkong, Shanghai and Treaty Ports" now in course of compilation.

NOTICE TO SUBSCRIBERS.

Lloyd's Greater Britain Publishing Company, Limited, desire it to be distinctly understood, that no copies of their forthcoming work on Hongkong, Shanghai and Treaty Ports will be obtainable by anyone residing in these countries except by advance subscription in respect of which deposit of not less than one half shall have been paid before the book goes to press. No copy will be delivered in the United Kingdom, or in any other part of the world until after the issue required locally has been despatched from London and then only under the following guarantee, signed by the purchaser:—

"I, [Signature], being desirous of purchasing a copy of Twentieth Century Impressions of Hongkong, Shanghai and Treaty Ports, hereby undertake, as a condition of the purchase, that I will neither take nor send the book, directly or indirectly, to any part of the territory to which it relates."

A printed slip setting forth the conditions under which the book is sold will also be inserted in every copy that is not intended for use in Hongkong, Shanghai or the Treaty Ports.

LLoyD'S GREATER BRITAIN PUBLISHING CO., LTD., 58, Queen's Road, Central.

PRESS REVIEWS OF PREVIOUS WORKS:

"The Guardian," July 10, 1907:

Books of Reference.

"It would be difficult to find a book of reference more trustworthy or more complete."

"The Times Literary Supplement," July 12, 1907:

"Twentieth Century Impressions of Ceylon is perhaps, not a very appropriate title for a book which aims at conveying something very much more than mere impressions. The volume is extremely handsome and ornamental, the binding is magnificent, the paper excellent, the illustrations, which are said to number 300, admirably executed. There is much valuable information regarding tea and rubber cultivation, pearl fisheries, and every branch of trade and industry practised in the Island."

"The Spectator," June 1, 1907:

"Twentieth Century Impressions of Ceylon (Lloyd's Greater Britain Publishing Company Limited)—This very sumptuous volume, with its 867 quarto pages and its illustrative photographs numbering nearly 300, is well worthy of its object."

"The Scotsman," May 23, 1907:

"* * * Yet by whatever biographical name it is described, it is an invaluable compendium of facts and figures, for enquirers specially interested in the present state of Ceylon and its material features, it should be added, reflects credit upon everyone concerned in its production."

"The Morning Post," June 19, 1907:

"This is done in this case, for you shall not think of anything which might be worth knowing about India's Pearl-Drop and be disappointed in finding information about it."

"The Daily News," July 19, 1907:

"Every aspect of the island, historical, commercial, political and legal, and so forth has been treated, and in each case the subject has been entrusted to an expert."

"The Financial News," July 15th, 1907:

(Reviewed by Percy F. Martin, F.R.G.S.):

"It has long been a reproach among publishers that, amid the heterogeneous collection of literature which continually pours forth from the press, little or no attention is devoted to the numerous interests which our own colonies possess and concerning which the general public have—a great extent this omission is repaired by the occasional issues of such works as 'Twentieth Century Impressions of Ceylon, its History, People, Commerce, Industries and Resources,' edited by Mr. Arnold Wright, and published by Lloyd's Greater Britain Publishing Company, Limited, Tudor Street, E. C. Comprehensive as the subtitle of this handsome volume is, it by no means fails to justify itself in the subject matter treated. No phase of history, life or industry of or in the beautiful 'Pearl-Drop of India'—as Ceylon has been not inaptly termed—is overlooked, and the same scrupulous and discriminating care which has characterised other publications emanating from the same source is observable in this."

"The Colonist Independent," July 13th, 1907:

Intimation.

Powell's
ALEXANDRA
BUILDINGS.

Bargains.

The end of the Summer
Season being at hand,
we are now clearing
the remainder of our
Stock of

LADIES'
MUSLIN
BLOUSES.

SUNSHADES

and

WASHING

SKIRTS

at

Very Low Prices.

NEW STOCK

of

GOLF JERSEYS,
MILLINERY,
etc., etc., etc.,

Just arrived.

WM. POWELL,
LTD.,
ALEXANDRA
BUILDINGS,
Hongkong.

Hongkong, 5th October, 1907.

Hotel.

KING EDWARD
HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.
PRIVATE BAR AND BILLIARD-ROOMS.
HOT AND COLD WATER throughout.

ELECTRICALLY LIGHTED ELECTRIC FANS
(if required).ELECTRIC PASSENGER ELEVATOR to each
floor.

TABLE D'HÔTE at separate tables.

For Terms, &c., apply to the—

MANAGER

Hongkong, 1st December, 1907.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,

the 16th October, 1907, at Noon, at their
Sales Rooms, No. 8, Des Vaux Road,
corner of Ice House Street,

15 Cases TOILET SOAP
AND
8 Bales COTTON WASTE.

TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 14th October, 1907.

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,

the 16th October, 1907, at 5:30 P.M., at Ah
King's Slipway (in shed),
The Racing Yacht.

"SPRITE,"
late of Royal Hongkong Yacht Club (one
design Class). Winner of this Season's Royal
Hongkong Yacht Commanders' Cup, and
having 30 points in the Races for the Club
Cup, this being the highest record; she is in
splendid condition, and has two Suits of Sails.

TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 14th October, 1907.

PUBLIC AUCTION.

THE Undersigned have received instructions
from Messrs. ASAHII & CO., to sell by
PUBLIC AUCTION,

ON
THURSDAY,

the 17th October, 1907, at 2:30 P.M., at their
premises, No. 93, Praya East, Wan Chai,
A LARGE ASSORTMENT OF
JAPANESE CURIOS.
(Particulars from Catalogue).

TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 14th October, 1907.

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
ON

TUESDAY,

the 22nd October, 1907, at 11 A.M., at their
Sales Rooms, No. 8, Des Vaux Road,
corner of Ice House Street,
100 DOZENS SLAZENGER

1907 CHAMPIONSHIP TENNIS BALLS,
44 DOHERTY
AND
15 RAMSAY RACQUETS.

TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 14th October, 1907.

Intimations.

PABST BREWING COMPANY,
MILWAUKEE.

FRESH SUPPLIES
ALWAYS KEPT IN STOCK
BY
SIEMSEN & CO.,
Agents for
HONGKONG & SOUTH CHINA.

Hongkong, 29th July, 1907.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS,

GROUND FLOOR,
ST. GEORGE'S BUILDING,

HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTIENS GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and

P. & O. SPECIAL LIQUOR SOUP,
WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT
REASONABLE PRICES.

Hongkong, 3rd September, 1907.

THE CHINSE COMPRADE.

The figure of the Chinese Comprador, is not, at first sight, a promising *petit déjeuner* for historical dissertation. He is uncomposed; it is true, with the dignity of power, yet the somewhat drab nature of his duties seems to preclude the possibility of connecting him with the dignity of traditions. But, in so far as he presents the best features of our relations with China, and is the outcome of our intercourse with her, is he both dignified and interesting. He represents the threefold significance of a very long period, the period to which Captain Brinkley has given the term preconceived, extending from the middle of the seventeenth century to the middle of the nineteenth, and we can place him in direct relation with the main events which took place during that time. The commercial significance of those years may be dealt with first. When England introduced herself to the Far East, a large part of her commerce was in the hands of the East India Company. The Company was monopolistic, and resented the competition of men who were known to the eighteenth century as "Interlopers." Their efforts, indeed, roused considerable discussion and animosity. Yet when the Company came to trade with China it was met by a Society more rigorously monopolistic than itself. "This was the Syndicate of local firms known as . . .

HONG MERCHANTS."

At first they exercised, from the Company's point of view, very useful functions. Englishmen, in those days, had no facilities for reaching either the Chinese producer or consumer, and, without the assistance of the Hong Merchants, they must have had recourse to retail transactions in the neighbourhood of their own warehouses. The Syndicate acted as a group of middlemen and it was only through them that trade, on an extensive and profitable scale, was possible. On the other hand, as English merchants became more familiar with their surroundings, and more capable of direct intercourse, the Syndicate exercised very irritating restrictions. The result was that the Company found itself in a position very similar to that in which its old enemies, the Interlopers, stood. It met with a form of poetic justice under which it suffered all the annoyance which it had itself imposed upon others. Englishmen claimed that China was purposely putting obstacles in the way of their commercial expansion and thus began the first phase of the "open door" question. China was charged with an obstinate exclusiveness, and various remedies were soon tried. Escape was sought by smuggling, by ignoring the existence of the Hong Merchants, and by threatening to withdraw from trade altogether. Throughout the first half of the nineteenth century our commercial relations with China were marked by the most confusing and disorderly series of events, clear in one respect only, namely, in the existence of complete misunderstanding upon either side. English traders are now able to utilize the services of middlemen without feeling themselves hampered by them. The Comprador stands to-day for liberty won after long and hard struggles, and for the removal of the mis-understanding which resulted in an unpolitical obstinacy on the part of China, and a regrettable unscrupulousness on that of England. He stands, in fact, for the commercial significance of the two centuries covered by the pre-conventional period.

But the Syndicate of the Hong Merchants was not only commercial; it was a political body as well. In return for its monopoly of China's trade with foreigners, it became security for their payment of dues and for their good behaviour. When English merchants began to trade at Canton at the end of the seventeenth century, there was no such thing as a Consul. There were no recognized spheres of jurisdiction, no fixed tariffs, no harbour regulations and no police. The directors of the East India Company had no authority to delegate consular powers to their representatives, and when they delegated such powers, they never informed the Chinese Government of the fact. Consequently, the consular representatives of the Company were never officially recognized by the Chinese local officials, who insisted that all business whether of a commercial or an official character should be conducted through the agency of the Hong Merchants. Thus Englishmen found themselves in the galling situation of being treated as adventurers, possessed of no credentials sufficiently satisfactory to the people who were ready enough to buy and sell with them. The absurdity of the situation was at length realized by the English Government. First came the Earl of Macartney's mission in 1793. He received a brilliant welcome but achieved little. Then in 1806 came the mission of Lord Amherst with the object of establishing an Imperial Court of Appeal from the "capricious and despotic" local officials in Canton, a mission which was equally fruitless. Next, in 1834, the Charter of the East India Company was not renewed and its commercial agents were replaced by three "Superintendents of Trade." The chief of these, Lord Napier, was sent out without any previous notice being given to the Chinese Government and consequently the Canton officials refused to have any direct relations with him. The impasse created by the existence of the Hong Merchants now became more impossible than ever. Lord Napier endeavoured to convey his letter of instructions without employing them as media. He could find nobody to transmit it, whereupon he retired from Canton and lived in seclusion, abstaining from all contact with local officials. His successor, Captain Elliot, realized the impossibility of such a policy and expressed

his readiness to communicate through the Hong Merchants, but this policy broke down as well. Eventually . . .

THE OPIUM QUESTION brought matter to a crisis. War broke out in 1840 and continued until 1841 and its real significance is made quite clear by the Treaty of Nanking, for while no mention was made of the opium question, one of the chief results was the abolition of the Hong system. Its place, as has already been pointed out, was taken by the Compradores. Just as Englishmen had struggled against the monopolistic tendency of the Hong System they were brought into direct contact with Chinese officials. Thus the Comprador is brought into direct connexion with the purely political significance of the first two centuries of British intercourse with China and he stands for the political, no less than for the commercial, fruit of those laborious years.

Yet it is, perhaps, from the personal point of view that the Comprador is most interesting. Remarkable for many qualities, he is distinguished in particular by honesty. There have been cases of infidelity, but . . .

COMPRADE AS A CLASS

have shown trustworthiness rendered the more extraordinary by the circumstances in which it is displayed. They are serving ninen men whose whole attitude towards life is comparable with their own in one particular, only, in their eagerness to make money. They act as middlemen between two nations who still openly distrust one another, and whose past relations have been marked by the most remarkable occurrences. They are in touch with all the anti-foreign feeling, which still prevails in China, and which, from time to time, gives evidence of the sharpest recrudescence. They are induced to their vocation by no sentimental reasons, and they live in a world remote from sentimental considerations. Yet their employers nearly always find them both willing and conscientious. They are entrusted with large transactions, and allowed a degree of independence which they might easily turn to their own account. In spite of all the duplicity which marks them and their nation, in other respects, they have shown the greatest

RESPECT FOR COMMERCIAL RECTITUDE. The fact is both an augury and an interpretation. It is an augury of the fidelity which we may expect from the Nation as a whole in all its engagements with ourselves. It is an interpretation of the success with which we have conducted our intercourse with the whole of the East. That success has been due also, of course, to a questionable promptitude, and to a vigorous application of superior political strength. Our position in the East has not been attained with entirely clean hands. It is maintained, too, in the last resort, by the power of the sword. But it has been won, and held, by something more than physical force. It is the result of an invaluable capacity, of a peculiar temperament. We have been dominated by a personality which has foundations in our own prowess, but in the wider sense of fidelity and justice. We have impressed the East not only with our own reliability, but our readiness to trust. We may have given many proofs of intolerance and arrogance, but we have, through a long and difficult period, given few of injustice or chicanery. It is from this point of view that the Comprador is especially interesting. Englishmen are the principal traders in China, and their tongue is its international language. It is owing to their presence that the Comprador exists to-day. Is there no connexion between his honesty and their own? —N. C. D. News.

For Sale.

SWATOW DRAWN WORK COMPANY,
38, WELLINGTON STREET.

Dealers in all kind of
HAND-MADE DRAWN CHINESE
LINEN, GRASS CLOTH, &c.,
all of the best quality;

ALSO
SWATOW BEST PEWTER-WARE.
CANTON EMBROIDERY and CHINESE
LACES,
all from the best French patterns.

HONGKONG AND SWATOW.
Hongkong, 13th September, 1907.

THE HONGKONG STUDIO
HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING, in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS
ON HAND.

PRICE VERY MODERATE

Hongkong, 13th September, 1907.

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND.

CIGARS, CIGARETTES

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TOILET REQUISITES

FOR SALE.

12, D'AGUILAR STREET,

HONGKONG.

Hongkong, 3rd September, 1907.

EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,

3, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs.

Ack, or write, for Illustrated Booklet on "Defective Sight" —free.

LONDON, CALCUTTA, SHANGHAI,

12, John Street, Bedford Row, W.C. 59, Bentinck Street.

Hongkong, 3rd November, 1907.

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Intimations.

Public Companies.

HONGKONG JOCKEY CLUB.

THE ORDINARY HALF-YEARLY
MEETING will be held at the Jockey
Club Offices (Hongkong Club Annex), on
SATURDAY, 19th October, at 12.30 P.M.
Hongkong, 7th October, 1907.

1003

CANTON INSURANCE OFFICE,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-SIXTH ORDINARY
MEETING of SHAREHOLDERS will
be held at the Offices of the undesignated at
12.30 P.M. on FRIDAY, the 25th instant.
The TRANSFER BOOKS of the Company
will be CLOSED from the 1st to the 25th
instant, both days inclusive.

JARDINE, MATHESON & CO., LTD.,
General Agents,
Canton Insurance Office, Limited,
Hongkong, 4th October, 1907.

1007

To Let.

TO LET.

ONE FOUR-ROOMED HOUSE at
PRAYA EAST, near East Point.

Apply to—

JARDINE, MATHESON & CO., LTD.,
Hongkong, 22nd June, 1907.

10

Intimation.

A. S. WATSON & CO.,
LIMITED.

E
WATSON'S
CELEBRATED
BLEND.
VERY OLD LIQUEUR
SCOTCH WHISKY.
A PURE MALT
WHISKY
GENUINE AGE
VERY FINE
AND
MELLOW.

Per Case - - - \$15.00

A. S. WATSON & CO.,
LIMITED,
WINE AND SPIRIT MERCHANTS.

ALIXANDRA BUILDINGS.

Hongkong, 15th October, 1907. (3)

BIRTHS.

On October 9, 1907, at Shanghai, the wife of G. H. Phillips, of a son.
On October 10, 1907, at Shanghai, to Mr. and Mrs. JOHN O. CURRIE, a son.

The Hongkong Telegraph

HONGKONG, TUESDAY, OCTOBER 15, 1907.

JAPANESB vs. BRITISH SHIP PING INTERESTS.

If credence may be attached to the reports which are published in the vernacular newspapers of Japan it would appear that the Nippon Yusen Kaisha have discovered that in attempting to oust Messrs. Butterfield and Swire from the Hongkong-Swatoon-Bangkok trade they reckoned without their host. When the subsidised steamers belonging to the Nippon Yusen Kaisha had been returned by the Government at the close of the war, it was announced that the premier shipping company of Japan had determined to inaugurate a coast service of steamers which would ply between Hongkong and Bangkok, taking in Swatoon en route. That service was to be entirely distinct from any other of the coast services established by the same company, and it was started by the Japanese in the full and confident belief that with the aid of Government subsidies, cheap labour and low freight charges the old-established connection which had been sedulously cultivated, brought to maturity and jealously protected by Messrs. Butterfield and Swire would collapse like a castle of cards. Nobody can blame the Japanese for their high aspirations or the idea they seem to have entertained that a firm of the standing and resources of Messrs. Butterfield and Swire could be defeated in a preliminary skirmish. The British firm has been through far too many contests of a similar character to be dismayed even by the competition of the Japanese. And it is quite safe to say that had the Nippon Yusen Kaisha offered to carry Chinese emigrants from Swatoon to Bangkok without charge they would not have found Messrs. Butterfield and Swire backward in accepting the challenge. Not that the Bangkok trade can be considered in the nature of a preserve for British shipping firms; on the contrary, it is a well-known fact that at certain seasons of the year, the Bangkok export trade is sufficient to provide freights for vessels flying the ensigns of half-a-dozen nations. It can easily be understood, however, that when a newcomer gallantly throws

down the gauntlet a firm of the reputation and standing of Messrs. Butterfield and Swire is scarcely likely to stand aside and quietly watch a rival pick the chestnuts out of the fire. Moreover, Messrs. Butterfield and Swire have had their capabilities tested in the past and they have not offered the first overtures to cease hostilities. Only a few years ago, Chinese coolies were being shipped from Swatoon to Bangkok, first at a nominal charge, then for no charge whatever, and finally the coolies received a premium to travel by the competing lines. An amicable arrangement ended the cut-throat business, but the illustration indicates the qualities which have contributed to make the firm of Messrs. Butterfield and Swire what it is to-day. The Japanese company entered on the contest with a light heart, but a few months later, at the annual meeting of the Nippon Yusen Kaisha, it was stated that the service had been the reverse of successful and it was proposed to conduct the Bangkok trade from Singapore. We can, therefore, accept the report in the Japanese Press that negotiations are on foot whereby the Nippon Yusen Kaisha hope to come to terms with Messrs. Butterfield and Swire as approximately correct. What the effect of such an understanding may be it is too early to surmise, but we may assume that whatever compromise is arrived at it will not be of such a character as to militate against the wide interests of the Hongkong firm. For example, the fact that the Nippon Yusen Kaisha has acknowledged the futility of contending against the manifold powers which can be set in operation by Messrs. Butterfield and Swire, and the acquiescence of the latter firm in the effort of the Japanese to secure a respectable share of the inter-port trade is not to be taken as meaning that the Japanese coasting boats are at liberty to fill up their European vessels with freights which have been diverted from those British vessels in which Messrs. Butterfield and Swire have an interest. That would be carrying the game of compromise a trifle too far. It would be the reduction of a virtue to a weakness, and in these days of acrid competition that is not to be thought of—besides, it is not business. Now that the possibility of a long-continued struggle may be said to have been averted, so far as Hongkong is concerned, the scene is changed to Singapore, where the Japanese are to make a bold bid for a substantial slice of the distributing trade which flows through that port. There they will find themselves against the Norddeutscher Lloyd and a number of Chinese shipping firms. If they fancy that they can divert a portion of the German trade to Japanese bottoms, particularly the trade passing between Singapore and Bangkok, we fear they will find they have made an unfortunate miscalculation. The Chinese-owned vessels are generally operated by companies whose interests are spread over Singapore and Bangkok so that freights at both ends are assured. It is difficult to understand how the Japanese could succeed in attracting even a part of those cargoes to themselves. The other boats on the run are employed under special charters or are so well and favourably known that shippers would think twice before passing old friends. The Japanese will have a hard task to make headway in the Southern Settlement even should the shipping trade experience a revival of prosperity which is not immediately anticipated.

WALL STREET CRACKDOLLY.

It would be decidedly interesting to learn the origin of the statement which, quite a month ago, was telegraphed from Wall Street to London, to the effect that China had resolved to adopt the gold standard. Most of the London papers which pretend to any knowledge of city affairs published the news, together with the opinion of the manager of the Hongkong and Shanghai Banking Corporation that there was nothing in the statement. But how came it about that Wall Street should apparently place such reliance in the information, which had been sent from Washington, that the financial houses in New York should consider it worthy of being sent across the Atlantic? There has been nothing in the affairs of China of recent date to lead even the youngest follower of Chinese questions to believe that the Government intended to introduce the gold standard in relation to the currency of the country. Even the *London & China Express* egregiously when dealing with this matter, for it observes: "Some time ago the Americans sent a deputation to the Chinese with the view of persuading them to adopt the gold standard, but after consideration the latter decided to have nothing to do with it, but to improve their silver standard." We should be glad to have some light on the subject of that American deputation, its character and composition. The only "deputation" the majority of people in the Far East know about in this connection was that composed of Professor Jenks, the American economist, —an individual may be described as a deputation—and he did not proceed to China of his own accord, but at the express invitation of the Chinese authorities. It is

beside the question that they rejected his advice to adopt a gold standard which would rapidly be transformed into a gold currency—the ground that they could not see their way to build up a gold reserve. It is much more to the point that since the receipt of Professor Jenks's report the Chinese authorities, Imperial and Provincial, have time and again shelved the suggestion of introducing a gold standard. The farthest that China has moved in the direction of currency reform was when the Chinese Emperor ratified the British Commercial Treaty with China in July, 1903. By that Treaty China agreed "to take the necessary steps to provide for a uniform national coinage which shall be legal tender in payment of all dues, throughout the Empire by British as well as Chinese subjects." Even after that Article had been adopted there was some question as to its exact effect, and the Chinese held "that no matter what changes may take place in the future all Customs duties must be continued to be calculated on the basis of the existing rate of the Haikwan tael over the Treasury tael and that 'the touch' and weight of the former must be made good." Sir James Mackay replied to that by saying: "I presume the Chinese Government will make arrangements for the coinage of a national silver coin of such weight and touch as may be decided upon by them." And there the matter has been allowed to rest for over four years. It is true that the Chinese Government has had a special tael minted for circulation throughout the Empire, but the ninety millions coined are as yet in the Treasury coffers at Peking. But if even the uniform-national coinage of the Treaty has yet to be issued how could the financial experts in America arrive at the conclusion that China had decided to adopt the gold standard? China has decided to do many things within the past few years; the catalogue of the things that China has left undone would fill volumes. Peking is the paradise of promises. Besides, even if China had decided on a progressive policy in the matter of a gold standard such a scheme could not be adopted in a day or a month. In a small country like Siam the negotiations preparatory to the introduction of the gold standard some four or five years ago occupied weeks, while the settlement of the details required months of consideration, although everything was done under the eye of a British official who had been specially sent to Siam in order to reform her financial system. The only conclusion we can come to is that the people in Wall Street and their representatives in London must be exceedingly credulous folk, or exceedingly ignorant of Chinese affairs.

LOCAL AND GENERAL.

FROM TO-DAY RETREAT WILL SOUND AT 6 P.M.

M. DE RIKE is proceeding by invitation of the Chinese Government to Taku to make a study of the Heihuo with a view to formulating a scheme for its conservancy.

LEAVE OF ABSENCE TO ENGLAND, ON PRIVATE AFFAIRS, HAS BEEN GRANTED TO LIEUT. C. D. DREW, 3RD MIDDLESEX REGIMENT, FOR 8 MONTHS, FROM DATE OF SAILING PROBABLY ABOUT END OF JANUARY, 1908.

IT IS REPORTED THAT THE PEKING GOVERNMENT HAS CONSENTED TO VICTOR YU SHI-LIANG-CHANG'S APPLICATION TO FLOAT A FOREIGN LOAN OF YEN 50,000,000. NEGOTIATIONS, IT IS RUMoured, WILL BE OPENED WITH AMERICA.

THE VISIT OF THE UNITED STATES BATTLESHIP FLEET TO THE PACIFIC IS BEING MADE A POLITICAL ISSUE BY THE ANTI ROOSEVELT PRESS, WHILE THE NEWSPAPERS THAT ARE OPPOSED TO NAVAL EXPANSION ARE USING THE WAR BOGIE AS THEIR CHIEF WEAPON.

THE CHINESE ENGINEERING & MINING CO., LTD., ANNOUNCES THAT THE TOTAL OUTPUT OF THE COMPANY'S THREE MINES FOR THE WEEK ENDING SEPTEMBER 28, 1907, AMOUNTED TO 19,340.8 TONS AND THE SALES DURING THE SAME PERIOD TO 18,935.32 TONS.

ABORIGINES IN NORTHERN FORMOSA HAVE ATTACKED A JAPANESE CAMPHOR EXPEDITION, CUTTING THE TELEGRAPHS AND BLOCKING THE RAILWAY. THE DATE OF THE EXPEDITION IS UNKNOWN. SIXTEEN MILES AWAY, BUT IT IS FEARED THAT IT HAS BEEN ENTHRALLED. THE GOVERNMENT-General IMMEDIATELY DISPATCHED 300 POLICEMEN TO THE SCENE.

TWO GARDENERS IN THE EMPLOY OF THE BOTANICAL AND FORESTRY DEPARTMENT WERE CONVICTED AT THE POLICE COURT, THIS MORNING, ON CHARGES OF THEFT. THEY WERE FOUND GUILTY OF STEALING SIX ROSE PLANTS FROM THE GARDENS YESTERDAY. THE MAGISTRATE (MR. MELBOURNE) SENTENCED THEM TO FIVE EN DAY'S GAOL AND FOUR HOURS' STOCKS EACH.

THE N.Y.C.D. NEWS REGRETS TO ANNOUNCE THE DEATH AT THE HANKOW HOSPITAL ON WEDNESDAY, 15TH INSTANT, FROM ABSCESS OF THE LIVER OF LIEUTENANT AND COMMANDER PERCY CRABTREE OF H.M.S. KISSEA. GENERAL SYMPATHY WILL BE FELT WITH MR. CRABTREE, WHO HAS A WIDE CIRCLE OF FRIENDS IN SHANGHAI AND WHO WAS AT HANKOW AT THE TIME OF THE SAD OCCURRENCE.

THE HON. TREASURER OF THE ALICE MEMORIAL AND AFFILIATED HOSPITALS ACKNOWLEDGES WITH THANKS THE FOLLOWING DONATION TO THE FUNDS OF THE HOSPITALS:

Tea Shop Guild \$25.00
Gaupp & Co. 30
Pharmacy 10
Hon. Mr. Wei Yuk 5

YUEN-MI, FROM NANCHANG, STATES THAT VICTORY HALL SHIP CHARGES HAVE DECIDED NOT TO ALLOW MESSRS. DASH BROTHERS TO EXHIBIT EIGHTEEN GOLD MINES OR TUNGWA ON THE RIGHT BANK OF THE YUN-LUO. THESE LATTER ARE REPORTED TO BE HOLDING FIRMLY ON THE RATIFICATION OF THE CONTRACT WHICH HU-TI-CHI, THE TUE TARTAR GENERAL AT MUNDI, GRANTED TO THEM IN 1902.

PIRACY NEAR HONGKONG.

TWO MEN DROWNED.

DARING ATTACK ON PEACEFUL TRADERS.

A daring piracy, as the result of which two men belonging to a Hongkong cargo-boat are believed to have lost their lives, has just been reported to the police authorities. At daybreak on the 30th September a cargo-boat, carrying eleven of a crew, which included two women and a child, and one passenger, set sail from Macao, bound for Hongkong. With favourable wind and sea the cargo-boat—she was called the *Mui Wo*, it is stated—made good speed until the following morning when the wind died away. For more than five hours the *Mui Wo* drifted hither and thither with the current, with scarcely enough wind to rustle her sails, while her crew rested themselves off, some asleep, others smoking their bamboo water pipes and chatting, waiting for a turn in the wind. In the afternoon a sufficiently strong breeze came up and the *Mui Wo* was headed for a small island so as to regain her proper course. Leaving the island on a fresh tack, the crew's attention was drawn to the presence of two fishing boats, on each of which about a dozen men, coming from behind the island, and being steered in their direction. Although not a word was said, the *Mui Wo*'s skipper became very much alarmed, for he suspected the "fishermen's" mission, and every man on board was ordered to the oars. In the next few minutes the *Mui Wo* was ploughing through the sea as fast as the wind and her oarsmen would allow.

"Cargo-boat, Stop!" We want to speak with you," came a voice from the fishing boats. NO ATTENTION WAS PAID. INSTEAD OF STOPPING, THE *MUI WO* WAS PUSHED AHEAD, THE ORDER TO STOP SEEMING TO HAVE LEAST MORE POWER TO THE CREW. BUT WHEN A SHOWER OF BULLETS WHISTLED DANGEROUSLY OVER THEIR HEADS THE *MUI WO* CAME TO A STANDSTILL, WHILE THE CREW TOOK ASYLUM FROM A FURTHER VOLLEY.

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TEEN MINUTES' LATER THE FISHING BOAT DREW ALONGSIDE AND TWENTY MEN, ALL ARMED WITH NEW RIFLES, SPANNED ON BOARD. THE CREW WERE DRIVEN INTO A HOLD AND BATTENED DOWN UNTIL THE EARLY MORNING OF THE 4TH INSTANT WHEN THE SKIPPER AND HIS FOLKS WERE SENT ASHORE ON AN UNINHABITED ISLAND TO SHIFT FOR THEMSELVES. THE PIRATES THEN SAILLED AWAY, TAKING WITH THEM THE TWO WOMEN AND THE CHILD, AND SOME HOURS LATER WERE LOST FROM VIEW. THE CARGO-BOAT, WHICH WAS VALUED AT \$1,600, HAD ON BOARD \$640 WORTH OF CLOTHING AND JEWELLERY, THE PROPERTY OF THE CREW, AND \$650 WORTH OF PEARLS, THE PERSONAL PROPERTY OF THE PASSENGER.

ONCE ASHORE THE SKIPPER DISCOVERED THAT TWO OF HIS CREW—THE STEERSMAN AND A SEAMAN—WERE MISSING. THEY WERE NOT ON BOARD THE CARGO-BOAT WHEN THEY LEFT IT, AND THE ONLY CREW MEMBER WHO COULD BE ARRIVED AT WAS THAT DURING THE EXCITEMENT BOTH MEN JUMPED OVERBOARD AND WERE DROWNED. FOR TWO DAYS THE REFUGEES REMAINED ON THE ISLAND WITHOUT FOOD OR WATER, AND WITHOUT SIGHTING A SHIP. ON THE MORNING OF THE THIRD DAY, HOWEVER, WHEN THEY HAD ALMOST GIVEN UP HOPE OF BEING RESCUED, A PASSING FISHING BOAT, WHICH WAS BOUND FOR YAU-MAI-LI, WHERE THEY WERE RECEIVED BY FRIENDS WHO TOOK CARE OF THEM UNTIL YESTERDAY WHEN THE OCCURRENCE WAS REPORTED TO INSPECTOR KEE, AT Tsim-sha-tsui POLICE STATION.

THE SKIPPER AND HIS MEN—who appeared to be an ignorant lot—COULD NOT SUPPLY THE POLICE WITH ANY OTHER INFORMATION THAN THE BARE FACTS OF WHAT HAD TAKEN PLACE. THEY COULD NOT STATE THE LOCALITY WHERE THEY WERE PIRATED, NOR COULD THEY GIVE THE NAME OF THE ISLAND ON WHICH THEY WERE IMPRISONED FOR TWO DAYS AND A NIGHT. A MEMBER OF THE CREW THOUGHT HE WAS PUT ASHORE NEAR CHEUNG-CHAU, BUT THIS PROVED TO BE INCORRECT AS THERE IS ALWAYS A LARGE SAILING FLEET AROUND THOSE ISLANDS AND THEIR PRESENCE IN THE ISLAND WOULD HAVE BEEN NOTICED EARLIER. IT IS BELIEVED, HOWEVER, THAT THEY WERE PUT ASHORE AT PA TUNG.

THROUGHOUT THE DAY THE SKIPPER AND SEVERAL DETECTIVES HAVE BEEN SEARCHING AROUND THE HARBOUR MOST CAREFULLY IN THE HOPE OF LOCATING THE PIRATES—AS WAS DONE IN A CASE WHICH OCCURRED NOT SO VERY LONG AGO—but as far as it could be learnt their search has been a fruitless one.

THE AMERICAN EAGLE.**NEW GOLD COIN DESIGNS.**

AT THE MINT, IN PHILADELPHIA, WHERE THE BEST PART OF THE UNITED STATES METALLIC CURRENCY IS COINED, IT HAS BEEN FOUND POSSIBLE TO MODIFY THE RELIEF DESIGNS OF THE MR. SAINT GAUDENS SO THAT THE COINS MAY BE EASILY HANDLED. THE GREAT SCULPTOR'S DESIGNS WILL BE UTILISED IN THREE DENOMINATIONS: THE DOUBLE EAGLE (A TWENTY-DOLLAR PIECE), THE EAGLE (TEN DOLLARS) AND THE BRONZE CENT (A HALFPENNY). IN THE CASE OF THE CENT THE CHANGE WILL BE A RADICAL ONE, AS THOUGH THE INDIAN HEAD WILL BE RETAINED, THE NEW FACE IS CONSIDERED TO BE MORE CHARACTERISTIC OF THE AMERICAN INDIAN, AND WITH A HEAD-DRESS MORE FAITHFUL IN DETAIL TO THE REAL THING. THE HEAD ON THE PRESENT CENT IS REALLY A CAUCASIAN TYPE—it was posed for by a little daughter of JAMES M. LONGACRE, THE THEN ENGRAVER OF THE PHILADELPHIA MINT.

FOR THE NEW TEN-DOLLAR GOLD COIN THE DESIGN OF THE FLYING EAGLE HAS BEEN CLOSELY MODELLLED AFTER THE PATTERN OF THE DOLLARS AND HALF-DOLLARS OF 1830 AND 1838. THE DESIGNER OF THESE COINS WAS ONE CHRISTIAN COLVETE, WHO USED AS HIS MODEL A LIVE EAGLE THAT HAD JUSTIFIABLE CLAIMS TO BE CONSIDERED THE REPRESENTATIVE OF THE NATIONAL BIRD. THIS WAS PETER, WELL-KNOWN AS THE "MINT BIRD" FOR HE HAD HIS HOME THERE IN PHILADELPHIA, AND ACCUSTOMED TO RANGE AT WILL OVER THE TOWN, RETURNING EACH NIGHT TO REST AT THE MINT. UNFORTUNATELY, THE FILLY COULD NOT SURVIVE THE MACHINERY OF THE PLATE, AND SHE COULD NOT DO SO.

EVIDENCE FOR THE DEFENCE WAS THEN CALLED. JUDGEMENT WAS ENTERED IN FAVOUR OF THE PLAINTIFF WITH COSTS.

WU TING-FANG.**FAR WELL ENTERTAINMENT BY THE CHINESE COMMUNITY.**

A SELECT CIRCLE OF THE CHINESE FRIENDS OF H.E. WU TING-FANG, MINISTER-DESIGNATE OF CHINA TO WASHINGTON, HAVE DECIDED TO ENTERTAIN HIS EXCELLENCY AT AN INFORMAL DINNER THIS WEEK. WHEN DR. WU WAS FIRST APPOINTED TO HIS DUTIES AS THE REPRESENTATIVE FOR CHINA, THE CHINESE COMMUNITY OF HONGKONG ENTERTAINED HIM AT A BANQUET AT THE CITY HALL AT WHICH THERE WAS PRESENT A LARGE AND REPRESENTATIVE GATHERING OF THE FOREIGN AND NATIVE COMMUNITIES. BUT ON THE PRESENT OCCASION IT HAS BEEN DECIDED THAT THE ENTERTAINMENT SHOULD BE OF AN ENTIRELY PRIVATE CHARACTER.

H.E. WU IS DUE TO LEAVE FOR THE NORTH BY THE GREAT NORTHERN S.S. CO.'S STEAMER *Wu Ning-fang*. IT IS BELIEVED THAT HE WILL PROCEED TO PEKING FOR AN IMPERIAL AUDIENCE BEFORE RETURNING TO HIS JOURNEY TO THE STATES.

IN VIEW OF HIS EXCELLENCY'S FORTHCOMING DEPARTURE THE FOLLOWING ITEMS FROM THE SENIOR SHANGHAI PAPER ARE OF INTEREST:

H.E. WU TING-FANG, WHO HAS BEEN APPOINTED SUCCESSFULLY TO SIR CHENG-JUNG LIANG CHENG AT WASHINGTON, CANTON DISPATCHES STATE, HAS TRIED TO REFUSE THE POSITION OF THE STATE OF ILL HEALTH. THE CENTRAL GOVERNMENT, HOWEVER, HAS REFUSED TO ACCEPT HIS EXCELLENCY'S PLEA, AND IT IS PROBABLE THAT HE WILL HAVE TO GO UP NORTH SOME TIME NEXT MONTH.

A EULOGISTIC TELEGRAM IN THE NAME OF A NUMBER OF WEALTHY AND INFLUENTIAL CHINESE DOING BUSINESS IN THE UNITED STATES WAS LATELY RECEIVED BY THE WEIWUPU, ADVOCATING THE CHIEF'S OF MR. CHOU YEH-CHI, THE SECRETARY OF CHINESE LEGATION AT WASHINGTON, AS THE PROPER SUCCESSOR TO SIR CHEN-JUNG LIANG CHENG. THE WEIWUPU, HOWEVER, REPLIED THAT H.E. WU TING-FANG, LATE JUNIOR VICE-PRESIDENT OF THE BOARD OF PUNISHMENTS, HAD ALREADY BEEN RE-APPOINTED TO THE UNITED STATES AS MINISTER.

THE ADSHITS TRIAL.

SPECIAL JURY TO BE EMPANELLED.

ON MONDAY NEXT THE TRIAL OF WILLIAM ALLADITTS FOR THE MURDER OF GERTRUDE DAYTON WILL BE OPENED AT THE CRIMINAL SESSIONS, BEFORE HIS HONOUR SIR FRANCIS PIGGOT, CHIEF JUSTICE.

A SPECIAL JURY, WE ARE GIVEN TO UNDERSTAND, WILL BE EMPANELLED IN THE CASE, AND MR. H.G. CALTHROP, IT IS STATED, HAS BEEN RETAINED BY THE CROWN FOR THE DEFENCE.

AN ACCOUNTANT'S LABOUR.**UNION TRADING COMPANY SUED.**

IN THE SUMMARY JURISDICTION COURT, THIS MORNING, HIS HONOUR MR. A.G. WISE (ACTING CHIEF JUSTICE) PRESIDING, AN ACTION WAS BROUGHT BY JOSE MARIA X. VIEIRA AGAINST THE UNION TRADING COMPANY, OF 19, QUEEN'S ROAD CENTRAL, TO RECOVER FROM THE DEFENDANT THE SUM OF \$50, BEING THE AMOUNT AGREED TO BE PAID TO THE PLAINTIFF BY THE DEFENDANT FOR SERVICES RENDERED.

MR. E.J. GRIST, OF MESSRS. WILKINSON AND GRIST, APPEARED FOR THE PLAINTIFF, MR. R.F.C. MASIER, OF MESSRS. JOHNSON, STOKES AND MASTER, BEING THE DEFENDANT.

AFTER BRIEFLY OUTLINING THE FACTS OF THE CASE, MR. GRIST CALLED THE PLAINTIFF TO THE STAND. HE SAID THAT HE WAS ENGAGED BY MR. D'ALMADA, OF MESSRS. GOLDRING AND BAILY, TO PREPARE A BALANCE SHEET FOR THE DEFENDANT'S FIRM, WHICH WAS FORMERLY CARRIED ON UNDER

Telegrams.

[Reuters.]

Result of the Duke of York's Stakes.

London, 13th October.
1.—Tirara.
2.—All Black.
3.—Dinneford.

Twelve started. The winner won by 4 lengths with 3 lengths between 2nd and 3rd. The betting was 20 to 1 against Tirara; 100 to 7 against All Black, and 11 to 4 against Dinneford.

The Emperor of Austria.

An official statement says that the Emperor Francis Joseph passed a very good night, and that His Majesty's general condition is not unfavourable.

The Floods in the South of France.

The floods continue in the south of France and Spain, and many people have been drowned.

The railways are interrupted.

General Sir John French in Russia.

General Sir John French lunched at the Mess of the Officers of the Horse Guards yesterday and after visiting the high military officials proceeded to Kieff.

CANTON DAY BY DAY.

DEPARTURE OF OFFICIALS.

[From Our Own Correspondent.]

Canton, 14th October.

This morning, Taotai Kung Sun Tsam, the taotai-designate of the circuit of the prefectures of Yumchow and Linchow, left here for his new post by the Chinese Government gunboat *Kwong Yub*. Taotai Cheung Tso-leung, the taotai-designate of the circuit of the prefectures of Kiungchow and Nganichow, also left this morning on board the Chinese gunboat *Fuk Po* for his new post.

POLICE REFORMS.

Taotai Kung Sun Tsam has been superintendent of the Canton Police Force during the period he was Acting Provincial Judge here, and during that space of time the Force appeared to have made rapid progress under his supervision. It is now reported that Taotai Kung, considering the necessity of introducing a scheme for the reorganisation of the police forces in those prefectures after the recent rising, has selected some of the officers from the Canton Police Department to accompany him to Yumchow with a view of effecting the necessary reforms there.

ANTI-OPUM PROPAGANDA.

Yesterday afternoon, a meeting was held at the headquarters of the Central Anti-Opium Association, in the Mu Lan Shi Yuen. There was a very large attendance. Mr. Chan Wai-po, the president of the Association, was voted to the chair, and the following were some of the resolutions passed:—(1) that as it is found that in many parts of the province anti-opium associations have not yet been established, two members of the Central Association are selected who will be sent to the various districts to encourage the people therein to form anti-opium associations and to further the prohibition of opium smoking. (2) That as the Mu Lan Shi Yuen is considered the most suitable for the offices of the Association's headquarters, and that as the term of three months' occupation without charge is about to expire, and that no other place can be found suitable for the purpose, it is decided to rent the Mu Lan Shi Yuen for a longer period at a rental of fifty dollars per month. At the meeting several other questions were discussed and their adoption passed.

PAWNBROKERS.

At present nearly all the pawnbrokers in the city of Canton have changed their terms of pawn from three years to a term of one year. This movement on the part of the pawnbrokers shows that the business is not very flourishing.

RISE IN THE RIVER.

Within the past few days heavy rain has fallen, accompanied by heavy thunder and lightning. The Canton river has risen a few inches with the muddy waters caused by the rising of the West River.

CANTON-WUCHOW RAILWAY.

The representative of the Kwangsi Railway Company in Canton has consulted with the board-of-directors-of-the-Canton-Lankow Railway Company with a view of having the line from Canton to Namshui extended to the port of Wuchow, which will no doubt greatly promote the trade of the connected ports. Ta-tai Kwong, engineer-in-chief of the Company, is about to make a survey of the proposed route of the new undertaking.

THE PROTECTION OF LINGSHAN.

The magistrate of the district of Lingshan, in the prefecture of Yumchow, has despatched a telegram to the Canton High Authorities stating that, although the city of Lingshan has been relieved from the hands of the rebels, yet a large number of troops are required to be stationed there to prevent the bandits from further outrages. In this telegram the magistrate requested that the Canton Authorities should instruct Taotai Sung, commander of troops at Yumchow, to send a regiment of troops to the city of Lingshan to protect that place.

SAMSHUI OPUM FARM.

The prepared opium monopoly farm in the district of Samshui is now also to be taken over by the Canton Shan Hou Chu, who have deputed ex-magistrate Chao Yun-yuen to that district to make the necessary arrangements preparatory to the assumption of charge of the farm by the Chu.

WEST RIVER PIRACY.

PATROLLING THE SOUTHERN WATERWAYS.

SUGGESTIONS BY THE BRITISH COMMANDER-IN-CHIEF.

[From a Correspondent.]

Canton, 13th October, 1907.

I forward you herewith literal translations of three important telegrams that have been exchanged between the Waiwupu at Peking and the Canton Viceroy. These telegraphic despatches relate to the vexed question of the patrolling of the West River and the pirate-infested waterways of South China. It will be seen from one of these despatches that the British Commander-in-Chief has been in conference with H. M. Minister at Peking by whom representations were made to the Waiwupu. The most important of these recommendations refers to the control of the cruising fleet to be built for the purpose of river patrol. Admiral Moore's views on the matter appear to exactly fit with those of the *Hongkong Telegraph* which, over a year ago, after the *Safan* tragedy, advocated for the vesting of the river-policing into the hands of the Commission of the Imperial Maritime Customs.

Appended are the telegrams:—

[Telegram from the Board of Foreign Affairs to the Viceroy of Liang Kwang.]

H.E. Viceroy of Kwangtung, "Hung" (W.E.)

The British Minister has represented that the four additional fast cruisers for the West River should be placed under the control of the Commissioner of Customs. We have repeatedly protested against this. The British Admiral also stated that the cruisers in the province of Kwangtung are unfit for service.

We ought to lose no time in ameliorating this state of affairs to avoid their interference.

Now, having arranged with the Ministry of Revenue to put aside the sum of Tls. 200,000 for initiating the river patrol scheme, we should give orders for the purchase of the new boats for active service, so as not to give foreigners any cause for complaint.

It is, however, expedient to distinguish the right of control.

We propose to lay the responsibility of arresting pirates upon the local officials and that of searching for smugglers on the Customs.

Please arrange with the Customs.

Please arrange with the Commission as to the proper method for conducting this matter. In the meantime, a permanent fund for this expenditure should be raised and the matter should be given attention without delay.

The British Admiral will be in Canton next month, and it will be opportune for you to find out the indicated horse-power and speed of these cruisers so as to promote mutual understanding.

Reply by telegram at once.

(Sd.), WAIWUPU "SIU" (W.E.).

[Telegram from the Board of Foreign Affairs to the Viceroy of Liang-Kwang.]

H.E. Viceroy of Kwangtung, "Hung" (W.E.)

The British Minister has called with Admiral Moore? and alleged that British steamers have repeatedly been robbed on the West River to the detriment of British trade and prestige.

The case of piracy that occurred two months ago was a serious one. The Chinese cruisers were said to be incapable of arresting any of the pirates, who became bolder every day because the officials did not exert themselves and their system of policing was deplorable. He said that his duty was to protect British interests.

If China was not going to effect speedy reform he had to take the matter into his hands.

Now robbery is always prevalent in the province of Kwangtung and cases of piracy are happening too frequently on the West River. The local officials do not exert themselves in arresting the pirates and foreigners have good cause for complaint.

A speedy reform is truly necessary.

In the first place, guard-boats should be strictly ordered to keep a vigilant watch over the river and arrest all the pirates; and in the second place, magistrates of districts along the river should be strictly ordered to detect and clear all the lists of robbers in the interior.

Rewards should be offered, and time restricted, for the apprehension and punishment of all the pirates connected with each and every case of piracy hitherto reported.

Acting Admiral Ch'ün has been an able officer and it is for you to decide whether he should be instructed to take charge of the matter, for the safety of native and foreign interests so as to avoid excuses taken by foreigners for their interference.

This is a matter touching the prestige of the State and you must strictly order all the civil and military officers under you to make a diligent search without lapsing into the least carelessness. You should communicate to us by wire how you propose to proceed in the master any time in future.

(Sd.) WAIWUPU "Hap" (W.E.).

[Telegram from the Viceroy to the Board of Foreign Affairs.]

Their Excellencies the Board of Foreign Affairs, "Hung" (W.E.)

Telegrams marked Siu and Hap have been carefully prised.

With reference to the matter of purchasing additional cruisers for the West River, since the Ministry of Revenue has been pleased to lay aside the sum of Tls. 2,000 for destroying the initial expenses four powerful and fast steam cruisers (gunboats) should be purchased without delay in accordance with your instructions and the matter attended to properly.

There is probably no flag carried by the Army or Navy which is more difficult to manufacture than the Secretary of War's ensign, and the sail-lot employees deserve much credit for the expedited and careful manner in which orders given them are executed.

port the manner of conducting the affair for your approval after consulting with the Acting Admiral Ch'ün.

But there is a great deal of inconvenience if the additional cruisers now proposed be placed under the control of the Commissioner of Customs as requested by the British Minister.

It is an unquestionable fact that the Commissioner has no power of a Superintendent of Police and interference out of his jurisdiction is not permissible. The sphere of influence should be distinctly defined and only the right of searching for smugglers be under his control. For this service there are sufficient launches at the disposal of the Maritime Customs and no more need be added for the present.

Moreover, the proposal for additional cruisers is a special feature for the Police and has nothing to do with the searching for smugglers.

The West River from Chiuchow and Wu-chow upwards down to the Chi Kiang estuary is everywhere infested with pirates and the means for the patrolling thereof with the four additional cruisers as now proposed is still considered inadequate, and therefore it is impossible for them to perform the duty of revenue cruisers at the same time. Besides, the local Government is responsible for the policing of the Imperial Maritime Customs.

Therefore even were these cruisers required to search for smugglers, they should still be under the control of the local authorities and their dignity would thus not be tampered with.

No foreigner should interfere with the matter as to who shall take charge, because it is a policy of internal government.

Now I request you to reply to the British Minister promising that four additional fast steam cruisers shall be purchased for the province of Kwangtung and a strict Police system will be undertaken for the extinction of the prevailing piracy. But the service shall be under the control of the Admiral, while the Commissioner cannot be allowed to take charge as it will interfere with the right of self-government.

I beg of you to thus reply and adhere to this argument in protesting against his interference.

(Sd.), YEN CHIUN. "Ho". (W.E.).

[SECRETARY TAFT'S FLAG.

"MCCELLAN'S" MYSTERIOUS SYMBOL EXPLAINED.

While the *McCullen* was lying in Hongkong harbour some speculation arose over the flag which flew from the mainmast. The explanation is given by the *Cableman*, in the following article:—

When the transport *McCullen* approaches Corregidor next week bound for Manila with the Secretary of War on board, the first thing which will attract the attention of the signal sergeant, on watch, if it be daylight, will be the flag flying from the vessel's mainmast. No other will be necessary to inform the signalman that the Secretary of War is fast approaching, for it will be clearly read at though it was a huge tablet with a full description written upon its face.

It may be of interest to those who are not familiar with this flag to give a brief description of its characteristics, thus enabling us to easily recognize it when seen.

The field of the Secretary of War's flag is red. An eagle with wings outspread, facing the observer and resting upon the national coat of arms, is worked in the centre of the flag.

This figure is very similar to that shown on each of the coins in circulation in the Philippines. In its right claw a branch of olives is held; in the left a bunch of arrows. Immediately above the head of the great bird is a white, circular halo, inside of which are placed thirteen stars, while the eagle holds with its beak a wavy ribbon with the legend "E Pluribus Unum" appearing thereon. Placed near each corner is a large, white star.

Blue, yellow, white and black bunting enter into the make-up of this flag which is of a design more difficult to make than the President's, as it differs from the Chief Executive's in that it has the four stars in the corners while the President's these do not appear.

The President's flag is, with two exceptions, exactly similar to the Secretary of War's. The latter, as stated above, has a red field and a star in each corner, while the former has a blue field and no star in the corners.

The flag which is on board the *McCullen* was ordered last week by Captain Scott of the Quarter-master's Department, Manila. The Army was without a Secretary of War flag of the dimensions desired and it was left to the Quarter-master to secure one and that without undue delay. The Army, having no facilities for making this ensign, called upon the Cavite naval station to supply their needs. The naval storekeeper was unable to furnish the desired article but suggested that one could be manufactured at the station and completed before the sailing of the *McCullen* for Hongkong.

A rush order was placed with the Equipment Department and the Equipment Officer, Lieutenant Commander J. R. Edie, after an interview with the master sailmaker, Mr. E. Valmar, advised that the flag would be manufactured at the station and completed before the sailing of the *McCullen* for Hongkong.

For five days the workmen laboured faithfully to complete the flag which made it necessary to employ hand needle-work to make the feathers, claws, olive branch, arrows, etc.

As completed, the handsome and carefully made flag measures 11 by 24 feet and cost, counting labour and material, about 150 pesos.

The sail-lot employees are now engaged in making a second one of these large flags for use by the Navy, and also one of smaller size which is intended for use on small boats or launches.

There is probably no flag carried by the Army or Navy which is more difficult to manufacture than the Secretary of War's ensign, and the sail-lot employees deserve much credit for the expedited and careful manner in which orders given them are executed.

There is an endemic crime in the province of Kwangtung since time immemorial. If a thorough investigation be not undertaken and effective regulations not formulated, it would be impossible to effect any reform. I will re-

THE PROMENADE CONCERT.

THREATENING WEATHER. MILITIA AGAINST LARGE ATTENDANCE.

Last night, the second promenade concert of the season was held on the Volunteer Parade Ground. The attendance was not so large as was anticipated, but from a musical standpoint the concert was an entire success. The weather during the evening looked very threatening. Indeed, and this, no doubt, kept away a good many people, who would otherwise have been present. As it was, only a third of the seats were occupied when the orchestra began. This was a pity, considering the excellent programme which had been arranged. The rain, fortunately, kept off, and throughout the evening a fresh northerly wind kept things pleasant and cool.

The Band of the Middlesex Regiment opened the programme with the "Bon Fide" March, after which Mr. W. H. Clinton mounted the tiny stage, which was tastefully decorated with bunting, and sang "Out on the Deep." Mr. Clinton possesses a fine baritone voice, and sings well. The next item, "Niuvana," sung by Mr. S. Moore, deserved the hearty applause given by his listeners.

The Value Lento and Piccata Polka ("Silvia"), played by Mr. Jokl (violin), Mr. Koenig (cello) and Mr. Grimble (piano), was a real treat. These three gentlemen are all capable instrumentalists and always delight their audience. Mrs. A. G. Gordon then sang the old song "Kathleen Mavourneen," which gained for her hearty applause. Mrs. Gordon has a powerful soprano voice, which was heard to great advantage in the open air. She was lustily encored, but did not appear again, and the audience had to be content with the knowledge that she would reappear later.

"Riding on top of the World," by Mr. Benedetto, amused the audience considerably. His delivery was sufficiently farcical without being silly. The stage, however, was too small to allow him much room for his movements, which always give more effect to a piece of this kind. Mr. W. Hanibal sang the comic song "He was a married man," and being re-called gave imitation of the recitation of Rudyard Kipling's well-known poem, "The Absent-Minded Beggar," by a wheezy old person, a cobbler and a person who thought he could ride, but couldn't. This piece although not quite so funny, was more sensible than the first. Mr. Frederick Carr's rendering of "The Burglar's Serenade" was decidedly good and effective. Mr. F. Jokl again delighted the audience with his violin solo "Humoresque" which was well received.

Mrs. A. G. Gordon now appeared again and sang "Sunshine and Rain," which pleased those present even more than her first song. Mr. Leslie took the part of Mr. Lammer, who was indisposed, and sang a comic song in his usual humorous style. The Middlesex Band then struck up "Haddon Hall," after which "God save the King" was played, and a very enjoyable evening was brought to a close.

THE SUGAR TRADE.

HOPEFUL PROSPECTS.

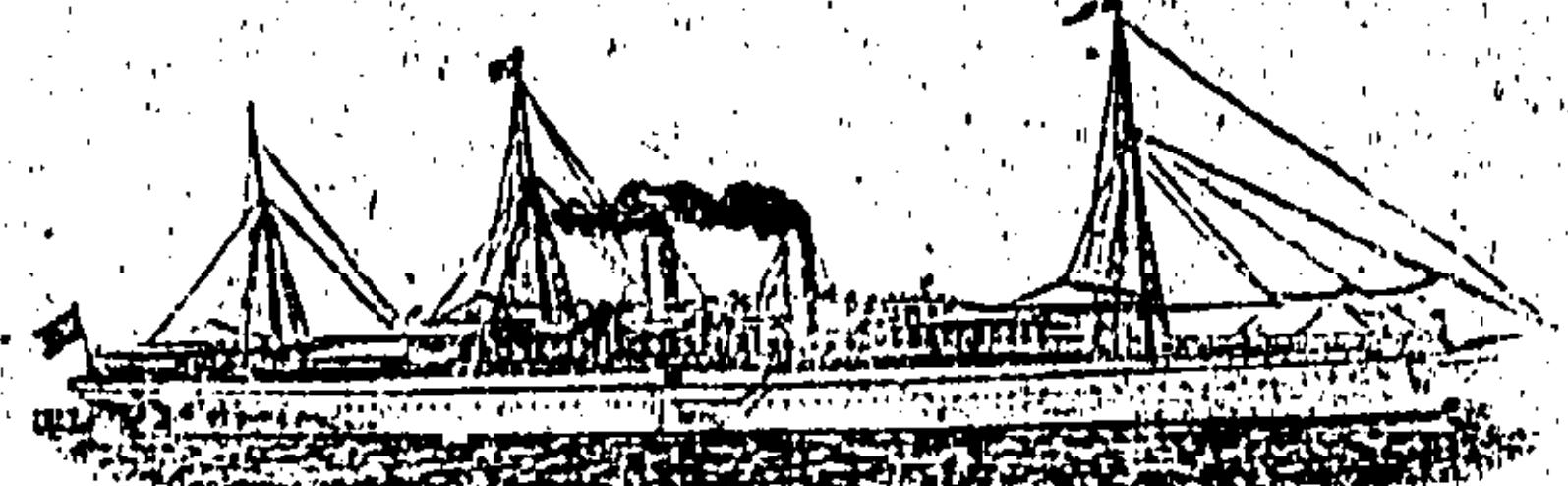
In reference to the prospects of the cement trade, a vernacular contemporary remarks that during last spring, when the business boom was still active, large orders were issued for foreign cement on speculation, and about 80,000 casks arrived at Yokohama and about 12,000 at Kobe in June last. By that time, however, a great change had taken place in the economic situation, many new companies had collapsed, and the demand for cement had practically ceased.

The American cement was found to be inferior in quality, and importers made great efforts, but without result, to dispose of their stocks.

The large arrival of old cement works, and also the extension of the old cement works, adversely affected the market, and buyers consequently hesitated. Their fears have, however, been contradicted by the facts. The Toa and Sakura Cement Companies require much time yet before starting business, and if the old companies have increased their output, the stock has not glut

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"EMPEROR OF CHINA"	6,000	THURSDAY, Dec. 10th	Jan. 6th
"EMPEROR OF INDIA"	6,000	THURSDAY, Jan. 16th	Feb. 3rd
"EMPEROR"	intermediate	steamer will depart from Hongkong at 4 P.M.	
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Hongkong, 26th September, 1907.

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SHANGHAI	"CHOYSANG"	THURSDAY, 17th Oct.	4 P.M.
MANILA	"YUENSANG"	FRIDAY, 18th Oct.	4 P.M.
SGAPORE, PENANG & CALCUTTA	"KUINSANG"	SATURDAY, 19th Oct.	Noon
SGAPORE, PENANG & CALCUTTA	"TURSANG"	THURSDAY, 24th Oct.	Noon
MANILA	"LOONGSANG"	FRIDAY, 25th Oct.	4 P.M.

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SWATOW, NINGPO & SHANGHAI	"KUOKIANG"	18th	"
CEBU and ILOILO	"KAIFONG"	18th	"
CHEFOO & NEWCHWANG	"KWEIYANG"	19th	"
MANILA, ZAMBANGA & COLONIES	"TAIWUAN"	26th	"
SWATOW & SHANGHAI	"SHAOHSING"	19th	"
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SCANDIA and Dec.

Hongkong, 10th October, 1907.

Homeward.

HOHENSTAUFEN 30th Oct.

SILESIA 1st Dec.

CANDIA 8th Jan., 1908.

Hongkong, 10th October, 1907.

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Kwangtung, Ch. s.s., 1,536, Wm. H. Lunt, 13 h Oct.—Shanghai 10th Oct., Gen.—C. M. S. N. Co.

Zafiro, Br. s.s., 1,619, A. Fraser, 1st Oct.—Manila 10th Oct., Henry—T. & C. & Sons.

Awa Maru, Jan. s.s., 3,123, F. E. Cope, 4th Oct.—Shanghai 11th Oct., Gen.—N. Y. K. Knigoshin Maru, Jan. s.s., 1,771, K. Ueda, 11th Oct.—Shanghai 9th Oct., Gen.

Pronto, Nor. s.s., 818, T. Crozier, 1st Oct.—Saigon 10th Oct., Rice—Asgard, Thoresen & Co.

Kueichow, Br. s.s., 1,215, G. Hooker, 1st Oct.—Tientsin 8th Oct., Gen.—T. & S.

Dagmar, Ger. s.s., 1,062, F. N. Colman, 14th Oct.—Saigon 9th Oct., Rice—M. & Co.

Shiono Maru, Jap. s.s., 1,470, S. Sumimoto, 13th Oct.—Kurashio (Japan) 8th Oct., Coal—Tosukoshi & Co.

Kumgang, Br. s.s., 1,038, F. J. Rutter, 1st Oct.—Calcutta via Penang and Singapore 9th Oct., Gen.—J. M. & Co.

Kiukichou, Br. s.s., 1,174, H. A. Wayell, 15th Oct.—Shanghai via Swatow 11th Oct., Gen.—B. & S.

Luchow, Br. s.s., 1,216, Radcliffe, 1st Oct.—Chesfield Oct., Gen.—R. & S.

Sohia Maru, Jap. s.s., 1,111, T. Suzuki, 10th Oct.—Shanghai 8th Oct., Gen.—O. S. K.

Clearances at the Harbour.

Ningpo, for Canton.

Kien Maru, for Saigon.

Wenting, for Shanghai.

Pukushu Maru, for Swatow.

Kaga Maru, for Shanghai.

Takihama, for Shanghai.

Luchow, for Canton.

Awa Maru, for Singapore.

Tsao, for Manila.

Samson, for Bangkok.

Tschoo, for Shanghai.

Kiukichou, for Canton.

Departures

Oct. 15.

Nera, for Europe.

Holloway, for Coast Ports.

Fauang, for Shanghai.

Planetary, for Shanghai.

Holloway, for Holloway.

Carynian, for Canton.

Renshaw, for Canton.

Kuikichou, for Canton.

Kuangtung, for Canton.

Yorke, for Shanghai.

Swartley, for Durban.

Wasane, for Shanghai.

Tschoo, for Shanghai.

Quinta, for Singapore.

Hells, for Chinkiang.

Tea, for Manila.

Kaga Maru, for Seattle.

Passengers arrived.

Per Kwantung, from Shanghai—Mr. Malcolm McPhail, and 100 Chinese.

Per Awa Maru, from Shanghai for Hongkong—Mr. and Mrs. Subhling, and 2 infants.

Capt. W. A. O'Connell, Mr. Y. Co. and family.

Sir Henry Berkeley, Messrs. A. P. Gutierrez and Ng Chuck Hon, for Colombo.

Messrs. Nambhai, D. Bhag, and A. Joshi, for Martell's.

Mr. E. P. Pava, Mr. and Mrs. Mi Nola, Messrs. N. Yamazaki, K. Hito, K. Kimura, T. Yamuchi, H. Kondo, T. Fujii, V. Kitahara, R. Yoshimura, and Miss K. Suwayan, for London—Mr. T. Nakata, Capt. N. T. Tani, Messrs. J. G. S. Janzen, R. H. Lowe, M. Sen, H. Makinson, D. Pantine, and W. B. Burn.

Per Kukichou, from Shanghai, &c.—Mrs. Steele.

Shipping Reports

Str. Zafiro, from Manila—Light to moderate East wind throughout.

Str. Kueichow, from Tientsin—Fine weather throughout, smooth sea.

Str. Kiukichou, from Shanghai—Strong N.E. wind and sea, clear weather.

Str. Luchow, from Chesfield—Light to fresh S. and S.R. wind, fine and clear weather.

Str. Kumanoo, from Calcutta, &c.—Light N.W. to N.E. winds and moderate N.E. swell to Parcels to Port fresh N.E. winds, cloudy and clear with moderate sea.

Str. Kwangtung, from Shanghai—Frost variable winds and cloudy weather in Flanders, then N.E. to S.E. winds and fine weather and slight swell to Tamkang, hence moderate to light N.E. winds and cloudy.

VESSELS IN PORT.

BHAMMERA, G. D. Keay, 1st Oct.—Tacoma via Port 20th Sept., Gen.—B. & S.

Childer, Nor. s.s., 1,102, A. Augerapp, 12th Oct.—Bangkok 4th Oct., Gen.—N. Y. K.

Dell, Ger. s.s., 726, J. Leus, 3rd Oct.—Bangkok 16th Sept., Rice—M. & Co.

Empress of India, Br. s.s., 3,032, E. Beetham, R.M.M., 22nd Sept.—Vancouver, (B.C.) 3rd Sept., and Shanghai 10th, Flour, Mills and Gen.—C. P. R. Co.

Fukushu Maru, Jap. s.s., 1,000, T. Ito, 10th Oct.—Swatow 11th Oct., Gen.—O. S. K.

Hongkong Maru, Jap. s.s., 3,447, W. C. T. R. Pilmer, 14th Oct.—San Francisco 12th Sept., Honolulu 10th, Yokohama and 2nd, Kobe 4th, Nagasaki 16th and Manila 12th, Malib and Gen.—T. K. K.

Istok, Aust. s.s., 1,850, M. Zicke, 10th Oct.—Bombay 20th Sept., and Singapore 5th Oct., Gen.—S. W. & Co.

Kaihsing, Br. s.s., 1,072, F. Finlayson, 10th Oct.—Cebu and Iloilo 8th Oct., Soya and Wood—B. & S.

Kjeld, Nor. s.s., 90, Hellas, 10th Oct.—Samrang 10th Sept., Sugar and Peanuts, Asgard, Thoresen & Co.

Kou Maru, Jap. s.s., 2,676, K. Murakami, 11th Oct.—Moli vib. Oct., Coal—Fukuso & Co.

Kotting, Br. s.s., 1,110, R. C. D. Bradley, 11th Oct.—Weihaiwei, 6th Sept., Ballast—Admiralty.

Minnesota, Am. s.s., 13,372, Chas. Austin, 11th Oct.—Seattle 13th Sept., Gen.—N. Y. K.

Mercedez, Br. s.s., 1,100, J. S. McGroarty, 21st Oct.—Weihaiwei, 6th Sept., Ballast—Admiralty.

Minnesota, Am. s.s., 13,372, Chas. Austin, 11th Oct.—Seattle 13th Sept., Gen.—N. Y. K.

Yunshan, Br. s.s., 1,209, A. Jones, 30th Sept., Sijou 25th S.p.t., Rice and Gen.—B. & Co.

Nichibei Maru, Jap. s.s., 882, R. Minagawa, 13th Oct.—Caston 12th Oct., Gen.—M. H. K.

Orland, Nor. s.s., 97, T. A. Lee, 10th Oct.—Rajang, (Borneo) 4th Oct., Timber—Wallen & Co.

Orwell, Br. s.s., 2,446, W. Frame, 12th Oct.—Barry 31st S.p.t., Coal—D. & Co. Ltd.

Perth, Br. s.s., 1,062, J. H. Scott, 1st Oct.—Singapore 29th Sept., Gas, and Rice—Wo Fa Sing.

Proton, Nor. s.s., 1,014, V. C. Kolderup, 7th Oct.—Bogor, 29th Sept., Rice—Asgard, Thoresen & Co.

Kueichow, Br. s.s., 1,215, G. Hooker, 1st Oct.—Tientsin 8th Oct., Gen.—T. & S.

Pahalum, Ger. s.s., 1,100, H. Premer, 14th Oct.—Bangkok 10th Oct., and Swatow 12th, Gen.—B. & S.

Siemers, Ger. s.s., 1,128, F. Schmitz, 8th Oct.—Bremen, Abw., India, via Tuicorin—Per Kiel, 23rd Oct., 11th A.M.

Macao—Per Hengchuan, 20th Oct., 8.15 A.M.

Macao—Per Hengchuan, 20th Oct., 8.15 A.M.

Macao—Per Sul Tai, 20th Oct., 9 A.M.

Macao—Per Sul Tai, 21st Oct., 7 A.M.

Macao—Per Kinsan, 21st Oct., 8.15 A.M.

Macao—Per Sul Tai, 21st Oct., 12.15 P.M.

Macao—Per Sul Tai, 22nd Oct., 7 A.M.

Macao—Per Kinsan, 22nd Oct., 8.15 A.M.

Macao—Per Sul Tai, 22nd Oct., 12.15 P.M.

Macao—Per Kinsan, 22nd Oct., 12.15 P.M.

Macao—Per Sul Tai, 23rd Oct., 7 A.M.

Macao—Per Sul Tai, 23rd Oct., 12.15 P.M.

Macao—Per Sul Tai, 24th Oct., 7 A.M.

Macao—Per Sul Tai, 24th Oct., 12.15 P.M.

Macao—Per Sul Tai, 25th Oct., 7 A.M.

Macao—Per Sul Tai, 25th Oct., 12.15 P.M.

Macao—Per Sul Tai, 26th Oct., 7 A.M.

Macao—Per Sul Tai, 26th Oct., 12.15 P.M.

Macao—Per Sul Tai, 27th Oct., 7 A.M.

Macao—Per Sul Tai, 27th Oct., 12.15 P.M.

Macao—Per Sul Tai, 28th Oct., 7 A.M.

Macao—Per Sul Tai, 28th Oct., 12.15 P.M.

Macao—Per Sul Tai, 29th Oct., 7 A.M.

Macao—Per Sul Tai, 29th Oct., 12.15 P.M.

Macao—Per Sul Tai, 30th Oct., 7 A.M.

Macao—Per Sul Tai, 30th Oct., 12.15 P.M.

Macao—Per Sul Tai, 31st Oct., 7 A.M.

Macao—Per Sul Tai, 31st Oct., 12.15 P.M.

Macao—Per Sul Tai, 32nd Oct., 7 A.M.

Macao—Per Sul Tai, 32nd Oct., 12.15 P.M.

Macao—Per Sul Tai, 33rd Oct., 7 A.M.

Macao—Per Sul Tai, 33rd Oct., 12.15 P.M.

Macao—Per Sul Tai, 34th Oct., 7 A.M.

Macao—Per Sul Tai, 34th Oct., 12.15 P.M.

Macao—Per Sul Tai, 35th Oct., 7 A.M.

Macao—Per Sul Tai, 35th Oct., 12.15 P.M.

Macao—Per Sul Tai, 36th Oct., 7 A.M.

Macao—Per Sul Tai, 36th Oct., 12.15 P.M.

Macao—Per Sul Tai, 37th Oct., 7 A.M.

Macao—Per Sul Tai, 37th Oct., 12.15 P.M.

Macao—Per Sul Tai, 38th Oct., 7 A.M.

Macao—Per Sul Tai, 38th Oct., 12.15 P.M.

Macao—Per Sul Tai, 39th Oct., 7 A.M.

Macao—Per Sul Tai, 39th Oct., 12.15 P.M.

Macao—Per Sul Tai, 40th Oct., 7 A.M.

Macao—Per Sul Tai, 40th Oct., 12.15 P.M.

Macao—Per Sul Tai, 41st Oct., 7 A.M.

Macao—Per Sul Tai, 41st Oct., 12.15 P.M.

Macao—Per Sul Tai, 42nd Oct., 7 A.M.

Macao—Per Sul Tai, 42nd Oct., 12.15 P.M.

Macao—Per Sul Tai, 43rd Oct., 7 A.M.

Macao—Per Sul Tai, 43rd Oct., 12.15 P.M.

Macao—Per Sul Tai, 44th Oct., 7 A.M.

Macao—Per Sul Tai, 44th Oct., 12.15 P.M.

Macao—Per Sul Tai, 45th Oct., 7 A.M.

Macao—Per Sul Tai, 45th Oct., 12.15 P.M.

Macao—Per Sul Tai, 46th Oct., 7 A.M.

Macao—Per Sul Tai, 46th Oct., 12.15 P.M.

Macao—Per Sul Tai, 47th Oct., 7 A.M.

Macao—Per Sul Tai, 47th Oct., 12.15 P.M.

Macao—Per Sul Tai, 48th Oct., 7 A.M.

Macao—Per Sul Tai, 48th Oct., 12.15 P.M.

Macao—Per Sul Tai, 49th Oct., 7 A.M.

Macao—Per Sul Tai, 49th Oct., 12.15 P.M.

Macao—Per Sul Tai, 50th Oct., 7 A.M.

Macao—Per Sul Tai, 50th Oct., 12.15 P.M.

Macao—Per Sul Tai, 51st Oct., 7 A.M.

Macao—Per Sul Tai, 51st Oct., 12.15 P.M.

Macao—Per Sul Tai, 52nd Oct., 7 A.M.

Macao—Per Sul Tai, 52nd Oct., 12.15 P.M.

Macao—Per Sul Tai, 53rd Oct., 7 A.M.

Macao—Per Sul Tai, 53rd Oct., 12.15 P.M.

Macao—Per Sul Tai, 54th Oct., 7 A.M.

Macao—Per Sul Tai, 54th Oct., 12.15 P.M.

Macao—Per Sul Tai, 55th Oct., 7 A.M.

Macao—Per Sul Tai, 55th Oct., 12.15 P.M.

Macao—Per Sul Tai, 56th Oct., 7 A.M.

Macao—Per Sul Tai, 56th Oct., 12.15 P.M.

Macao—Per Sul Tai, 57th Oct., 7 A.M.

Macao—Per Sul Tai, 57th Oct., 12.15 P.M.

Macao—Per Sul Tai, 58th Oct., 7 A.M.

Macao—Per Sul Tai, 58th Oct., 12.15 P.M.

Macao—Per Sul Tai, 59th Oct., 7 A.M.

Macao—Per Sul Tai, 59th Oct., 12.15 P.M.

Macao—Per Sul Tai, 60th Oct., 7 A.M.

Macao—Per Sul Tai, 60th Oct., 12.15 P.M.

Macao—Per Sul Tai, 61st Oct., 7 A.M.

Macao—Per Sul Tai, 61st Oct., 12.15 P.M.

Macao—Per Sul Tai, 62nd Oct., 7 A.M.

Macao—Per Sul Tai, 62nd Oct., 12.15 P.M.

Macao—Per Sul Tai, 63rd Oct., 7 A.M.

Macao—Per Sul Tai, 63rd Oct., 12.15 P.M.

Macao—Per Sul Tai, 64th Oct., 7 A.M.

Macao—Per Sul Tai, 64th Oct., 12.15 P.M.

Macao—Per Sul Tai, 65th Oct., 7 A.M.

Macao—Per Sul Tai, 65th Oct., 12.15 P.M.

Macao—Per Sul Tai, 66th Oct., 7 A.M.

Macao—Per Sul Tai, 66th Oct., 12.15 P.M.

Macao—Per Sul Tai, 67th Oct., 7 A.M.

Macao—Per Sul Tai, 67th Oct., 12.15 P.M.

Macao—Per Sul Tai, 68th Oct., 7 A.M.

Macao—Per Sul Tai, 68th Oct., 12.15 P.M.

Macao—Per Sul Tai, 69th Oct., 7 A.M.

Macao—Per Sul Tai, 69th Oct., 12.15 P.M.

Macao—Per Sul Tai, 70th Oct., 7 A.M.

Macao—Per Sul Tai, 70th Oct., 12.15 P.M.

Macao—Per Sul Tai, 71st Oct., 7 A.M.

Macao—Per Sul Tai, 71st Oct., 12.15 P.M.

Macao—Per Sul Tai, 72nd Oct., 7 A.M.

Macao—Per Sul Tai, 72nd Oct., 12.15 P.M.

Macao—Per Sul Tai, 73rd Oct., 7 A.M.

Macao—Per Sul Tai, 73rd Oct., 12.15 P.M.

Macao—Per Sul Tai, 74th Oct., 7 A.M.

Macao—Per Sul Tai, 74th Oct., 12.15 P.M.

Macao—Per Sul Tai, 75th Oct., 7 A.M.

Macao—Per Sul Tai, 75th Oct., 12.15 P.M.

Macao—Per Sul Tai, 76th Oct., 7 A.M.

Macao—Per Sul Tai, 76th Oct., 12.15 P.M.

Macao—Per Sul Tai, 77th Oct., 7 A.M.

Macao—Per Sul Tai, 77th Oct., 12.15 P.M.

Macao—Per Sul Tai, 78th Oct., 7 A.M.

Macao—Per Sul Tai, 78th Oct., 12.15 P.M.

Macao—Per Sul Tai, 79th Oct., 7 A.M.

Macao—Per Sul Tai, 79th Oct., 12.15 P.M.

Macao—Per Sul Tai, 80th Oct., 7 A.M.

Macao—Per Sul Tai, 80th Oct., 12.15 P.M.

Macao—Per Sul Tai, 81st Oct., 7 A.M.

Macao—Per Sul Tai, 81st Oct., 12.15 P.M.

Macao—Per Sul Tai, 82nd Oct., 7 A.M.

Macao—Per Sul Tai, 82nd Oct., 12.15 P.M.

Macao—Per Sul Tai, 83rd Oct., 7 A.M.

Macao—Per Sul Tai, 83rd Oct., 12.15 P.M.

Macao—Per Sul Tai, 84th Oct., 7 A.M.

Macao—Per Sul Tai, 84th Oct., 12.15 P.M.

Macao—Per Sul Tai, 85th Oct., 7 A.M.

Macao—Per Sul Tai, 85th Oct., 12.15 P.M.

Macao—Per Sul Tai, 86th Oct., 7 A.M.

Macao—Per Sul Tai, 86th Oct., 12.15 P.M.

Macao—Per Sul Tai, 87th Oct., 7 A.M.

Macao—Per Sul Tai, 87th Oct., 12.15 P.M.

Macao—Per Sul Tai, 88th Oct., 7 A.M.

Macao—Per Sul Tai, 88th Oct., 12.15 P.M.

Macao—Per Sul Tai, 89th Oct., 7 A.M.

Macao—Per Sul Tai, 89th Oct., 12.15 P.M.

Macao—Per Sul Tai, 90th Oct., 7 A.M.

Macao—Per Sul Tai, 90th Oct., 12.15 P.M.

Macao—Per Sul Tai, 91st Oct., 7 A.M.

Macao—Per Sul Tai, 91st Oct., 12.15 P.M.

Macao—Per Sul Tai, 92nd Oct., 7 A.M.

Macao—Per Sul Tai, 92nd Oct., 12.15 P.M.

Macao—Per Sul Tai, 93rd Oct., 7 A.M.

Macao—Per Sul Tai, 93rd Oct., 12.15 P.M.

Macao—Per Sul Tai, 94th Oct., 7 A.M.

Macao—Per Sul Tai, 94th Oct., 12.15 P.M.

Macao—Per Sul Tai, 95th Oct., 7 A.M.

Macao—Per Sul Tai, 95th Oct., 12.15 P.M.

Macao—Per Sul Tai, 96th Oct., 7 A.M.

Macao—Per Sul Tai, 96th Oct., 12.15 P.M.

Macao—Per Sul Tai, 97th Oct., 7 A.M.

Macao—Per Sul Tai, 97th Oct., 12.15 P.M.

Macao—Per Sul Tai, 98th Oct., 7 A.M.

Macao—Per Sul Tai, 98th Oct., 12.15 P.M.

Macao—Per Sul Tai, 99th Oct., 7 A.M.

Macao—Per Sul Tai, 99th Oct., 12.15 P.M.

Macao—Per Sul Tai, 100th Oct., 7 A.M.

Macao—Per Sul Tai, 100th Oct., 12.15 P.M.

Macao—Per Sul Tai, 101st Oct., 7 A.M.

Macao—Per Sul Tai, 101st Oct., 12.15 P.M.

Macao—Per Sul Tai, 102nd Oct., 7 A.M.

Macao—Per Sul Tai, 102nd Oct., 12.15 P.M.

Macao—Per Sul Tai, 103rd Oct., 7 A.M.

Macao—Per Sul Tai, 103rd Oct., 12.15 P.M.

Macao—Per Sul Tai, 104th Oct., 7 A.M.

Macao—Per Sul Tai, 104th Oct., 12.15 P.M.

Macao—Per Sul Tai, 105th Oct., 7 A.M.

Macao—Per Sul Tai

